

SAYS 21 BILLION
WILL RIDE IN 1960

Delos F. Wilcox Figures City
Will Then Have Population
That Will Need Two Hun-
dred Subway Tracks.

ONLY 22 WITH NEW LINES

Figures Given at Charities Con-
ference to Show Necessity of
Making an Inquiry Into
Future Traffic Needs
of the City.

Delos F. Wilcox, chief of the franchise bureau of the Public Service Commission, submitted to the Charities Conference, in the Assembly Hall of the United Charities Building, last night a few facts and estimates regarding population and subways which startled every one. On the same basis of computation as that used by the commission in estimating the traffic on the new subway system in 1920, he said, he had estimated that in 1960 the city would possess a population of 21,000,000 and that its rapid transit system would carry 21,000,000 passengers a year.

Such a burden of traffic, he had computed, would need two hundred tracks through the heart of the city's business section, whereas the rapid transit system projected would provide a maximum of only twenty-two tracks. All of which, he thought, should wake up the city authorities to the need of a searching inquiry into the city's needs for the future, especially in relation to its rapid transit development.

"I have figured," Mr. Wilcox said, "that \$230,000,000 of new money is going into the new subway system, while, according to the contracts, all the profits from the present concession are to be preserved. Now, if we simply hold our own—that is, if we average per capita paying for rapid transit what we do now—in order to pay the fixed charges on the new system we must have 2,275,000 more people in the city, or a 50 per cent increase in population."

A Glimpse Into the Future.

"Now, I don't say that these figures are correct, but on this basis I have figured that in 1920 the city will have a population of 21,000,000 and that its rapid transit lines will carry a yearly traffic of 21,000,000 passengers—that is, that every man, woman and child will make an average of a thousand trips a year at a nickel apiece."

"Such a traffic, I have carefully figured, will require two hundred tracks through the city's business heart, and when this new system is completed we are going to have some twenty-two tracks there. Does not this make the need for a searching and comprehensive inquiry into the city's needs for the future clear?"

Mr. Wilcox spoke of the city as on the verge of bankruptcy because of the expansion of its credit, and yet he saw it in the position soon of being compelled to take over the surface lines and run them at a loss, as it was now operating its ferry lines. The surface lines had been actually losing, he said, in their proportion of passengers to population, and, with the development of new rapid transit lines, would continue "to get harder and harder up."

Edward M. Bassett, former Public Service Commissioner, took a much more optimistic view of the effect of the new subway system upon the city.

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THEFT OF TWO PLANS
A MYSTERY IN NAVY

Drafts for Electric Wiring of the Battleship
Pennsylvania Taken from the Department
by Unknown Persons.

(From The Tribune Bureau.)

Washington, May 13.—Two sets of uncompleted plans for the electric wiring of the new battleship Pennsylvania have disappeared from the drafting room of the bureau of steam engineering, at the Navy Department, one set being taken on the night of March 4, and the other at some later date. The plans were practically duplicates.

Much mystery surrounds the supposed theft and Secret Service operatives are at work on the case. The Secretary of the Navy declared to-day that no one was under suspicion, although the Secret Service men are working on the theory that some one in the employ of the department can explain the disappearance.

The plans showed the general arrangement of the decks and the hatches of the new battleship, but it is asserted by navy officials that they would be of no particular value to any one seeking naval secrets. It is declared the information would be of no use to a foreign power, and the officials assert their opinion that the plans have not fallen into the hands of a foreign nation.

Secretary Daniels regards the theft with much concern, not so much because of the loss of the plans as because the incident emphasizes the urgency of better protection for other plans and naval records of a secret character. He has taken steps to throw safeguards about the various offices containing such information.

The first set of plans was on a board in the drafting room in the bureau of steam engineering on the night of March 4, and was missing the next morning. Officials are not certain when the other plans were taken, but it is presumed it was soon after the first set disappeared.

A large number of persons were in the State, War and Navy Building on the night of March 4 to watch the inauguration fireworks. Secretary Daniels thinks it is possible that among the number was the thief or thieves, who took the plans. He says, however, there are other theories just as plausible.

WRITE OFF TITANIC LOSS

Dividend Only One-Half that Paid Last Year.

London, May 13.—Owing to the loss of the steamship Titanic, the laying up of the Olympic for repairs and because of labor disturbances the annual dividend of the Oceanic Steam Navigation Company, owners of the White Star Line, is only one-half that paid last year. The dividend for 1911 was 60 per cent. The company paid a dividend of 30 per cent in March, but owing to the loss of the Titanic and other troubles no final dividend was recommended. A sum of \$549,730 written off on account of the sinking of the Titanic is described as "the proportion of loss on the first cost of the Titanic."

IMPORTER DIES IN TAXI

Stricken with Heart Disease After Dancing.

Darius V. Moses, a sponge importer, of No. 73 Wooster street, died in a taxicab while being taken to the Poly-clinic Hospital shortly after 1 o'clock this morning.

Moses, in company with Joseph Steinberg, a lawyer, of No. 57 East 56th street, had spent part of the night at the Palais de Danse, at Broadway and 56th street. They left there at 1 o'clock and started to walk up Broadway, when Moses complained of feeling ill and toppled over. Steinberg caught him and summoned a taxicab, but the importer was dead before the hospital was reached. Dr. Ludwig said death was caused by heart disease.

Moses lived at No. 215 West 38th street. He was thirty years old. His wife is travelling in Europe.

FISH FOOL "BOOZE" LAW

Mackerel Sold in Delaware Carry Bottles Inside.

(By Telegram to The Tribune.)

Wilmington, Del., May 13.—A new industry to overcome local option conditions in lower Delaware has developed at Lees and at the Delaware Breakwater. Mackerel fishermen from New England ports are supplying the "dry" section with liquor by selling pints and half-pints concealed in mackerel.

"Buy a fish and get a big drink," is the slogan of the fishermen, and it is netting them considerable money.

When Governor Miller recently approved an act prohibiting the shipment of liquor into Kent and Sussex counties, "dry" sections, the fishermen became alarmed. The Webb bill had previously stopped interstate shipments of "booze."

Ingenious Yankees on a mackerel boat from New England laid in a large supply of "booze" before reaching Delaware and opened a large number of fish and placed bottles of liquor inside. Then the fish "and contents" were offered for sale.

There was soon a big demand for the fish, and other mackerel fishermen learned of the plan and emulated it.

ORAL WILL TO BE OBEYED

Ten Charities Get \$1,000 Each from Schoolhouse Estate.

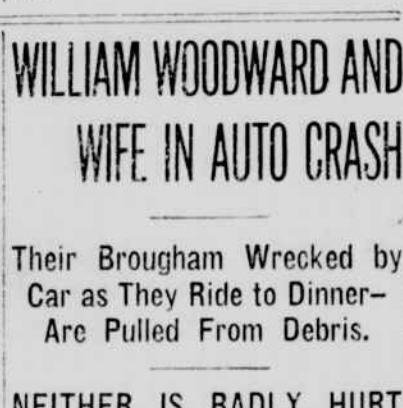
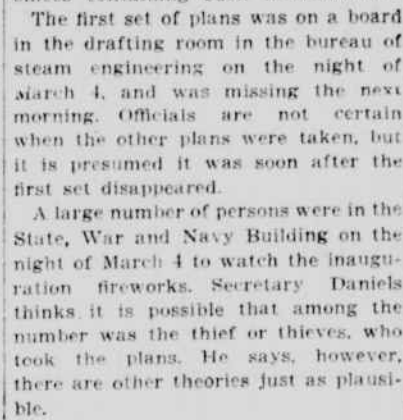
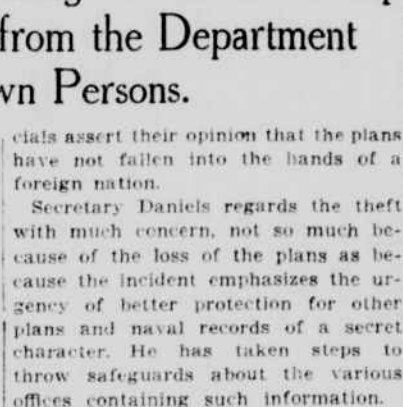
Although the will of Charles Schoolhouse, filed in the Surrogate's Court yesterday, contains no charitable bequests, ten public institutions will receive \$1,000 each from the estate, under an oral request made by the testator. The institutions are Montefiore Home, Mount Sinai Hospital, German Hospital, Hebrew Orphan Asylum, Home for Aged and Infirm Hebrews, New York Skin and Cancer Hospital, Hebrew Technical Institute, Educational Alliance, Blythedale Home for Tubercular Children and the New York Society for the Ruptured and Crippled.

Mr. Schoolhouse left \$125,000 to his granddaughter, Beulah H. Hyman; \$10,000 to his nephew, Joseph Runshelm, and gave the residue of his estate in equal parts to his daughter, Mrs. Tillie S. Openheim, of the Hotel Berkeley, and his son, Lewis Schoolhouse, of No. 401 West End avenue.

Mr. Schoolhouse, who died on May 7 at the age of eighty-one years, was the founder of the firm of Charles Schoolhouse & Co., silk merchants.

LEADERS IN PROFESSIONAL
WOMEN'S LEAGUE ROW

From Top — Mrs. Susanne Leonard Westford, Mrs. Maida Craigen and Miss Lillian Russell.



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Secretary Bryan has again left the controversy in the hands of John Bassett Moore, the counselor for the State Department. He left here to-day for Harrisburg, Penn., to address the Pennsylvania Legislature and attend a dinner. It is not expected that there will be any important developments in the dispute before his return to Washington.

The fact that Mexico passed a law in 1912, eight years after the signing of the treaty of peace with the United States, prohibiting foreigners from owning lands within twenty leagues of the frontier, without arousing the resentment of the United States, against which it was particularly aimed, was pointed out to-day by Representative Kahn, of California.

Americans Ever Barred.

The law prohibited foreigners from settling in this strip without the express consent of the Mexican government. At times consent has been given to Russians, French, Germans, Italians and Greeks, but Americans and Englishmen have been carefully eliminated. Permission has been given for the sale of lands within the restricted territory for colonization purposes, providing a certain percentage of the colonists were Mexicans.

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Despite the fact that the Mexican war had been fought only a short time before, the United States took no notice of the law and no protest was made against it or against its application.

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BEANS END HUNGER STRIKE

Frijoles Appease Mexicans Who Objected to Pie.

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For several days the captives had complained that roast beef, potatoes, gravy and pie were not proper food. They accepted the frijoles, otherwise black beans, eagerly.

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AND FORM NEW BAND

'Aristocracy of Brains' Springs from Dinner After Professional League Vote.

MARY SHAW THE HEAD

Organization Will Be for Suffrage, but Partisanism and Politics Will Be Barred—Votes 'Illegal.'

War, cruel war, has again rent the Professional Woman's League. They had an election Monday afternoon, and Monday night the defeated ones met at a dinner.

Out of that dinner the Progressive Professional Woman's League sprang full-fledged—an organization which is to be, its promoters say, truly progressive and yet exclusive, an "aristocracy of brains," with a membership composed of real professional women and no sham.

Miss Mary Shaw, who was put up for president in the Professional Woman's League election and defeated by Mrs. Maida Craigen, will head it. It will be distinctly a suffrage organization—without politics or partisanism—and though the first formal meeting is yet to be held all kinds of big plans, including a residential clubhouse, are in the air.

"Hot Air," She Says.

Mrs. Craigen told The Tribune reporter last night that the plans of the new league were not only in the air, but were "hot air." But Mrs. Craigen was still feeling the effects of the election, which by all accounts was a spicy one. Mrs. Craigen used the phrase "Tammany measures" six times in alluding to it. And she wasn't deluding to her side, which, she was glad to say, was "perfectly lovely and nice all through."

Right here it is proper to state that those interested in forming the new organization, Mrs. S. Ludlow Neldinger, Mrs. Susanne Leonard Westford, Miss Lillian Russell's sister, Mme. Cara Roma and others, were a unit last night in declaring that the thing was in no way an offshoot of the P. W. L., and hadn't anything whatever to do with Monday's election.

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